

gine wear, perform an engine leak down test. Refer to *Cylinder Leak Down Test* in this chapter.

1. Cylinder and cylinder head:
 - a. Loose spark plug.
 - b. Missing spark plug gasket.
 - c. Leaking cylinder head gasket.
 - d. Leaking cylinder base gasket.
 - e. Worn or seized piston, piston rings and/or cylinder.
 - f. Loose cylinder and/or cylinder head fasteners.
 - g. Cylinder head incorrectly installed and/or torqued.
 - h. Warped cylinder head.
 - i. Valve(s) adjusted too tight.
 - j. Bent valve.
 - k. Worn valve and/or seat.
 - l. Worn or damaged valve guide(s).
 - m. Damaged compression release cam (mounted on camshaft).
 - n. Bent pushrod(s).
 - o. Damaged cam follower.
2. Piston and piston rings:
 - a. Worn piston rings.
 - b. Damaged piston rings.
 - c. Piston seizure or piston damage.
3. Crankcase and crankshaft:
 - a. Seized connecting rod.
 - b. Damaged crankcases.

POOR IDLE SPEED PERFORMANCE

If the engine starts, but off-idle performance is poor (engine hesitates or misfires), check the following:

1. Clogged or damaged air filter element.
2. Carburetor:
 - a. Plugged pilot jet.
 - b. Loose pilot jet.
 - c. Damaged choke system.
 - d. Incorrect throttle cable adjustment.
 - e. Incorrect pilot screw adjustment.
 - f. Flooded carburetor (visually check carburetor overflow hose for fuel).
 - g. Vacuum piston does not slide smoothly in carburetor bore.
 - h. Loose carburetor.
 - i. Damaged intake tube O-ring.
3. Fuel:
 - a. Water and/or alcohol in fuel.

- b. Old fuel.
4. Engine:
 - a. Low engine compression.
5. Electrical system:
 - a. Damaged spark plug.
 - b. Damaged ignition coil.
 - c. Damaged ignition pulse generator.
 - d. Damaged ICM unit.
 - e. On early 2000 FE and TE models, damaged sub-ICM unit.

POOR MEDIUM AND HIGH SPEED PERFORMANCE

Refer to *Engine is Difficult to Start*, then check the following:

1. Carburetor:
 - a. Incorrect fuel level.
 - b. Incorrect jet needle clip position.
 - c. Plugged or loose main jet.
 - d. Plugged fuel line.
 - e. Plugged fuel valve.
 - f. Plugged fuel tank vent tube.
2. Plugged air filter element.
3. Engine:
 - a. Incorrect valve timing.
 - b. Weak valve springs.
4. Other considerations:
 - a. Overheating.
 - b. Clutch slippage.
 - c. Brake drag.
 - d. Engine oil level too high.

ELECTRIC STARTING SYSTEM

This section describes troubleshooting procedures for the electric starting system. A fully charged battery, ohmmeter and jumper cables are required to perform many of these troubleshooting procedures.

Description

An electric starter (**Figure 12**) is used on all models. The starter is mounted horizontally at the rear of the engine.

The electric starting system requires a fully charged battery to provide the large amount of current required to operate the starter. A charge coil (mounted on the stator plate) and a voltage regula-

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